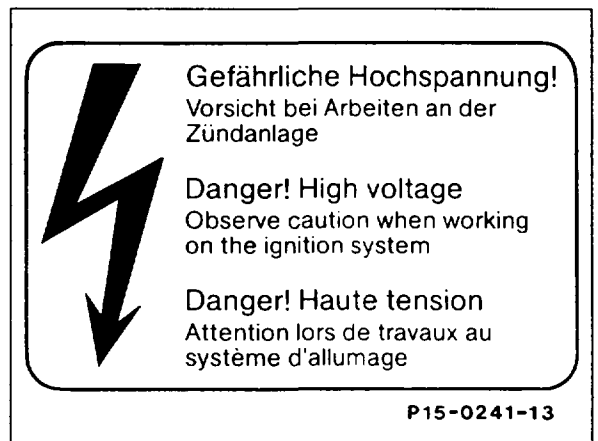


A. Safety precautions

The increased demands placed on modern engines in respect of ignition systems and the desire for freedom of maintenance have led to the standard implementation of electronic ignition systems.

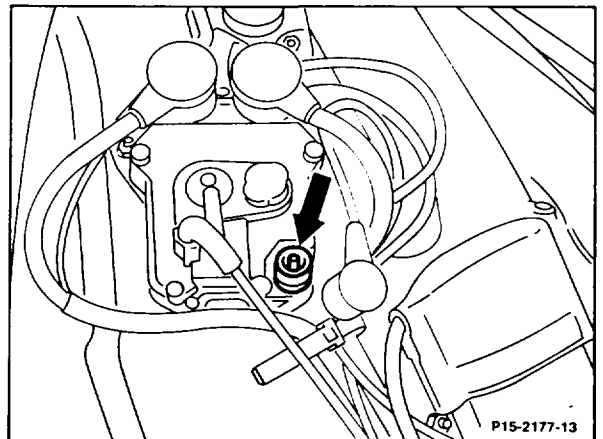
As a rule, the ignition capacities of electronic systems are higher than those of conventional systems; further increases in capacities are likely. Consequently, electronic ignition systems operate in a capacity range which may be hazardous if contact is made with live parts or terminals (see warning plate).

Warning plate in engine compartment



For this reason, when working on electronic ignition systems (EZL), it is essential to observe the following safety precautions:

- Before performing any work at starting speed, e.g. testing compression pressure or adjusting valve clearance, switch off ignition and detach control cable at EZL ignition control unit (arrow) or plug protective connector part no. 102 589 02 21 00 onto the diagnostic socket.
- Persons with heart pacemakers should not work on such ignition systems.
- Do not touch or disconnect any components of the ignition system at starting speed or when the engine is running.



- Do not perform any removal and installation work on the ignition system or disconnect and connect sensors at ignition cables unless the engine is not running and the ignition is switched off.

B. Notes regarding avoiding damage to the ignition system

- **To avoid damage to the EZL ignition control unit, the control unit connectors must not be unplugged or plugged in unless the ignition is switched off.**
- Do not connect a test lamp to terminal 1 of the ignition coil.
- Terminals 1 and 15 of the ignition coil must not be short-circuited to ground, e.g. as anti-theft protection.
- To eliminate any incorrect polarity, the threaded pins of the ignition coil have different diameters (M5 and M6).
- Install only genuine components of the ignition system.
- Do not operate ignition system at starting speed unless all the ignition cables are connected.
- To avoid damage to the EZL ignition control unit, the load at the high voltage side of the ignition system must be at least 2 k Ω (distributor rotor 1 k Ω , distributor cap per terminal 1 k Ω). Do not install 5 k Ω distributor rotors for interference suppression.



- The following operations must not be performed at starting speed or when the engine is running:
 - holding ignition cable 4 close to ground
 - unplugging spark plug connectors
 - unplugging ignition cable 4 at ignition coil.
- The EZL ignition control unit is provided with heat-conducting paste on the rear in order to improve heat dissipation and covered with a heat-conducting protective sheet. The protective sheet must not be removed.
- When performing the separate ignition coil test, the load applied to the ignition coil must not exceed 28 kV to avoid damaging the ignition coil.
- If it is necessary to test the ignition spark when providing breakdown assistance, this must only be performed with a spark plug at a cylinder ignition cable. Ensure good contact to ground of the spark plug. Pay attention to risk of electrification!

C. Notes for use of engine testers and test equipment

- If the short-circuit protection is operated (comparing cylinders) and the engine stops, the test cannot be performed with this tester.
- Do not connect and disconnect voltage clamp to ignition cable 4 and trigger clamp to ignition cable of cylinder 1 unless the engine is not running and the ignition is switched off.

